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SOURCE Northeast Economic Report, Northeast Resources Survey Committee.

RAILROAD TRANSPORTATION OF AGRICULTURAL PRODUCTS IN MANCHURIA

Of all the methods of transporting farm products, that by railroad is the most important. During the period of free economy from 1935 to 1938, farm products and processed goods accounted for 9 [sic] percent of the total goods carried by rail. In the period of controlled economy, 1939 to 1943, they accounted for not less than 8 percent.

Total Freight and Amount of Farm Products
and Processed Goods (in MT)

Year and Period	Total Freight (A)	Monthly Average		Farm Freight (B)	Monthly Average Farm		Percentage of B in A
		Freight	Index		Freight	Index	
Free Economy							
1935	34,783,564	2,898,630	100	5,939,851	494,988	100	17
1936	37,877,095	3,156,429	109	6,096,022	508,002	103	16
1937	45,054,536	3,754,545	130	7,072,011	589,334	119	16
1938	55,737,422	4,644,785	160	8,280,381	690,032	139	15
Average	43,363,154	3,613,596	125	6,847,066	570,589	115	16
Controlled Economy							
1939	64,671,129	5,389,261	186	5,667,169	372,264	75	9
1940	67,633,016	5,636,085	194	5,634,553	469,546	95	8
1941	81,930,759	6,827,563	236	6,085,124	504,844	102	7
1942	84,421,339	7,035,112	243	6,470,764	539,230	109	8
1943	85,858,413	7,154,867	247	7,487,152	623,929	126	9
Average	76,902,931	6,408,578	211	6,263,552	501,963	105	8

NOTE: (i) Data taken from South Manchuria Railway reports.
 (ii) During the Manchukuo regime, the farm products year was reckoned from 1 October to 30 September.

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This table shows an increase in freight each year due to military transportation.

Except in 1938 and 1943, farm freight was under 6 million tons per year. Its percentage of increase was lower than that of the total freight, especially in 1939. Agricultural production did not keep pace with that of industry during the Manchukuo period.

In 1943, raw and processed farm products amounted to 9 percent of the total freight, slightly below the percentage for coal. The movement of agricultural products is heaviest from December to April. The railroads have made a study of sales of various types of goods, particularly for this time of the year, in order to furnish efficient transportation. The following table gives data for sales and freight (in metric tons) of farm products carried.

<u>Farm Freight</u>								
	<u>1938</u>				<u>1943</u>			
	<u>Sales Made</u>	<u>Index</u>	<u>Freight Carried</u>	<u>Index</u>	<u>Sales Made</u>	<u>Index</u>	<u>Freight Carried</u>	<u>Index</u>
Beans	3,638,504	100	3,254,255	100	2,363,464	100	1,634,918	100
Kaoliang	1,318,311	36	1,036,523	32	1,912,819	81	982,408	60
Corn	824,034	23	875,729	27	1,552,281	66	1,240,329	76
Total	5,780,849		5,166,507		5,828,564		3,857,656	

<u>Farm-Processed Goods Carried by Rail</u>		
	<u>1938</u>	<u>1943</u>
Bean cake	412,892	462,057
Bean oil	34,321	46,327
Flour	440,289	284,352
Total	887,502	792,736

Oil mills in the Northeast need one million tons of beans per year of oil and bean cake. The chief oil mills are in Dairen, which exports by sea. The products of oil mills in North China are consumed locally so that rail transport is not needed.

Transportation of goods is either in package or in bulk form. Toward the end of the Manchukuo regime, packaging material became scarce with the result that most freight was shipped in bulk.

The loads carried varied with several factors, such as roadbed, grade, locomotive power, kind of freight, etc. The table below shows the trainloads and carloads transported during the Manchukuo period.

Train and Carloads in Manchukuo Before 15 August 1945

<u>Stations</u>	<u>Trainloads</u> (MT)	<u>Carloads</u> (MT)	<u>Av No of</u> <u>Cars per Train</u>
Dairen	940	30.66	42
Mukden	741	24.66	34
Chin-chou	707	23.56	32

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<u>Stations</u>	<u>Trainloads</u> <u>(MT)</u>	<u>Carloads</u> <u>(MT)</u>	<u>Av No of</u> <u>Cars per Train</u>
Chi-lin	514	17.12	23
Chi-chi-ha-erh	588	19.59	27
Harbin	570	19.01	26
Mu-tan-chiang	478	15.92	22
Najin (Korea)	513	17.09	23
Average	630	20.99	29

- Notes: (i) Taken from 1943 South Manchuria Railway statistical report; fiscal year was from 1 April to 31 March.
(ii) In 1944 carloads averaged 31.30 and trainloads 650 metric tons

After August 1945, railroad transport conditions remained about the same, but the average carload had dropped to 29.5 tons and the average trainload to 440. This was due to poor roadbeds and decreased locomotive power.

During the Manchukuo period, bulk loads had bags of grain at openings or on top of the loads to prevent losses en route. At present, without mechanical equipment, human labor is used for loading which is costly and not satisfactory. The use of straw covering for bulk loads is also unsatisfactory.

The Northeast annually produces 18 million to 19 million metric tons of farm crops, of which some 8 million tons are sold and transported by rail to consumers.

Under a free economy, about 40 percent of the farm products were exported, which amounted to some 3 million tons. The larger part was moved from north Manchuria to south Manchuria or Korea, about 1,300 kilometers, for shipping overseas.

Before the Manchukuo regime, the prices of farm products varied in correlation with railroad rates. Traders watched closely the amount and cost of transportation.

In 1938, a free economy year, the prices of similar items sold in Dairen varied widely according to place of origin; similarly, the percentage of transportation costs expressed in these prices varied widely. For beans, this variance ranged from 5.5 percent for Liaoning to 21.2 percent for Heilungkiang, with an average of 14.6 percent; for kaoliang, from 6.6 to 25.8 percent, with an average of 17.2 percent. For north Manchuria, the percentage of transportation cost was generally 18 percent for beans, 20 percent for kaoliang and corn, and for central Manchuria, 11 and 15 percent, respectively. Prices are for 1938-39.

In the world depression of 1934, prices of Manchurian farm products fell sharply. Beans brought only 60 yuan per ton in Dairen, while haulage from Harbin was 27.4 yuan, the ratio ranging from 45 to 56 percent. There was no profit in shipping beans to market, so beans were widely used for fuel.

Raising the cost of freight hinders the development of agriculture. To revive Northeast farming, the cost of transport must be lowered.

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